

# Metro Nashville Community Oversight Board:

## Preliminary Data from halfway through MNPD's License Plate Reader Pilot Program

### Introduction:

MNPD has publicly posted preliminary data from the LPR program on their data dashboard. Based on the data, MNCO has made a series of heatmaps that depict the concentration of LPR activity across Nashville over five categories during the first three months of the pilot program: 'verified hits,' 'vehicle stops,' 'driver or vehicle searches,' 'arrests,' and 'vehicle recoveries'. Each LPR category includes a heatmap over a base map of Nashville alongside a table, to showcase the data and make identifying each individual LPR easier. Additionally, each category includes a set of heatmaps over maps that depict the percentages of residents of Nashville who are non-white and who in poverty by US census tract.

MNPD has also given MNCO LPR data from the 10-day stretch of 5/7/23 to 5/17/23 and could not get data from further back than that, as MNPD must follow a 10-day retention period as outlined in their LPR pilot policy. That data also includes some LPR data that can be retained longer than the 10-day retention period due to involvement with a criminal investigation. From this data, we were able to analyze the hit rate versus total scan percentage, identify the breakdown of reasons LPRs are causing verified hits, and look at the areas where there is the highest concentration of records that fall within the exemptions of the 10-day retention period.

### LPR Terms:

*LPRs:* License Plate Readers, or LPRs, are automatic cameras that take pictures of a vehicle's license plate, turn the image into letters and numbers using computer software, and then run the license plate through a law enforcement database. If it matches a plate in the database, this is considered a 'hit'.

*The NCIC:* The National Crime Information Center, or NCIC, is a nation-wide law enforcement database that compiles information from several different criminal justice circuits, including information shared between local, state, regional, federal, and tribal law enforcement agencies regarding criminal histories, missing persons, stolen property, the sex offender registry, etc. MNPD has stated that they are not pursuing every type of hit from the NCIC, such as the sex offender's registry.

*LPR Program Administrator:* A command level sworn officer position in MNPD who manages the LPR program, including the technology, data, training, and the ten officers who are authorized to work with LPR data.

*Heatmap:* A two-dimensional way to visualize the frequency of data over a chosen geographic area. In this case, we display the effects of the LPRs across Nashville.

*Base Rate Analysis:* An analysis that factors in the base rate of broad data when looking at the specific rates of investigatory data.

### **LPR Categories:**

*Total hits:* License plates that an LPR has scanned that had a match in the NCIC.

*Verified hits:* Hits that two MNPd officers and the LPR Program Administrator have verified as a valid hit in the NCIC, and has been sent to dispatch for enforcement action.

*Vehicle stops:* MNPd officers pulling over a vehicle from a LPR hit.

*Driver or vehicle searches:* MNPd offices conducting a search inside the vehicle and/or of the driver from a LPR hit.

*Arrests:* MNPd officers arresting an individual or individuals from a LPR hit.

*Vehicle recoveries:* Stolen vehicles that MNPd recovers from a LPR hit.

### **Preliminary LPR Data:**

In total, there were 733 verified hits across the four Quadrants during the first three months of the pilot program. From those total hits, there have been 57 vehicle stops, 49 driver or vehicle searches, 47 arrests, and 55 vehicle recoveries. When compared to the total number of hits, that means 7.78% of hits resulted in vehicle stops, 6.68% of hits resulted in driver or vehicle searches, 6.41% of hits resulted in arrests, and 7.50% of hits resulted in vehicle recoveries.

An initial analysis of the data shows that there are a disproportionate amount of LPR hits in Quadrant A, which covers North Nashville, East Nashville, and Madison (pg. 5). Quadrant A alone accounts for 340 out of 733 total LPR 'hits', or 46.38%. Within Quadrant A, there is wide range of values per LPR. The LPRs at Dickerson Pk & Trinity Ln and Gallatin Pk & Old Hickory Bv/St Rt 45 have 90 and 82 hits respectively, significantly higher than the average of 40 across the other four sites in Quadrant A.

Areas of Quadrant B, which covers South Nashville, Antioch, Donelson, and Madison, also have high rates of LPR hits, primarily concentrated around the Murfreesboro Pk & Bell Rd site. There are some concentrations of hits in Quadrant C, primarily around Downtown, Wedgewood Houston and part of South Nashville. Specifically, there is a concentration around the LPRs at 8th Ave S & Wedgewood, and Murfreesboro Pk & Fesslers Ln. Curiously, there is not much LPR activity in Quadrant D, which primarily covers West Nashville, Midtown, Charlotte Pk, and part of North Nashville. Within Quadrant D, there is the most activity by a substantial margin around the Jefferson St/John Merritt Bv & Ed Temple Bv/28th Av N site, which had 14 hits compared to the average of three hits across the other five sites in Quadrant D. According to MNPd, their LPR website states that as of March 23rd, 2023, the low numbers for hits in Quadrant D could be a result of solar power issues. If this is still an issue almost three months after it was initially noted, this could raise cause for concern regarding the durability of the hardware.

### **Noteworthy Trends:**

The disparity between Quadrant A and the other quadrants widens when examining the other categories of LPR activity. Quadrant A accounts for 42 of the 57 vehicle stops, (73.68%); 37 out of 49 driver or vehicle searches, (75.51%); 35 out of 46 arrests, (76.09%), and 40 out of 55 vehicle recoveries, (72.73%) (Pages 7, 9, 11, and 13). Interestingly, within Quadrant A, the Gallatin Pk & East Trinity Ln site has the highest values in all categories aside from hits, with 13 vehicle stops, 11 driver or vehicle searches, 10 arrests, and 11 vehicle recoveries respectively. While Dickerson Pk & Trinity Ln and Gallatin Pk & Old Hickory Bv/St Rt 45 lead the count in hits, they do not stand out compared to the values of other Quadrant A sites across the other categories. Unlike Quadrant A, across all other Quadrants, the values of the other categories remain mostly consistent with the LPRs that had the most hits within those quadrants.

When mapped over base maps that measure the racial and income distributions of residents across the city, the most concentrated areas of LPR locations line up with the areas that have the highest concentration of non-white and impoverished residents (pg. 6). When examining LPR activity across the five categories, LPR hits, vehicle stops, driver or vehicle searches, arrests, and vehicle recoveries all follow this same pattern (pgs. 7, 9, 11, 13, and 15).

### **MNPD's Data-Dashboard:**

MNPD also has a separate data-dashboard site that displays all MNPD's general vehicle stops over a given time frame. The general vehicle stops includes MNPD officers pulling individuals over for: traffic violations, vehicle violations, investigations, regulations, inspections, safety, etc. Since LPRs focus on vehicles, and MNPD tracks vehicle stops as one of their five LPR-specific enforcement categories, we mapped the relationship between the distribution of LPR vehicle stops and general MNPD vehicle stops together over the past 3 months (pg. 17). Given the legal requirement to equally distribute LPRs across the city, placing them around where the most vehicle stops happen would provide interesting context for that requirement.

When MNPD's vehicle stops are mapped against the LPR vehicle stops, the two follow very different patterns. MNPD's vehicle stops as a whole are distributed evenly across the city, with the highest concentration in the center and extending North, South, East, and West along major roadways. However, the heatmap of vehicle stops initiated from LPR hits does not have high density in the areas where MNPD's vehicles stops have the highest density; in the Central, West, South, or East quadrants of Nashville, the LPR vehicle stops heatmaps are empty or sparse. West Nashville highlights this disparity the most, with a large volume of total MNPD vehicle stops, but nearly a complete absence of LPR vehicle stops. Additionally, the areas where the LPR vehicle stops have the highest density, in Quadrant A that spans North Nashville, East Nashville, and Madison, there are relatively few MNPD vehicle stops for how high the density of LPR vehicle stops is. For whatever reason, there does not appear to be a strong relationship between where MNPD stops vehicles altogether as compared to LPR-initiated stops. The low raw number of LPR-driven vehicle stops may help explain this, but likely is not the complete answer.

### Conclusion:

MNPD has stated that the LPRs would be 'equitably distributed,' but what we have found is that Quadrant A is disproportionately over-represented across all five LPR enforcement categories.

Additionally, the locations of the LPRs, and the areas that have the highest level of law enforcement outcomes, are overwhelmingly in non-white and low-income areas. This is concerning especially when compared to the distribution of MNPD vehicle stops, which appear to be more evenly distributed through the city.

While the LPR locations and activity are concentrated in predominantly non-white areas, further analysis will examine the use of LPRs in non-white areas compared to various base rate statistics to determine if LPR usage is statistically higher in minority areas than other forms of policing. Based on MNPD's vehicle stop data that is shared with MNCO, non-white individuals account for 350,080 out of 886,064 vehicle stops, or 39.15%.

### Further Research:

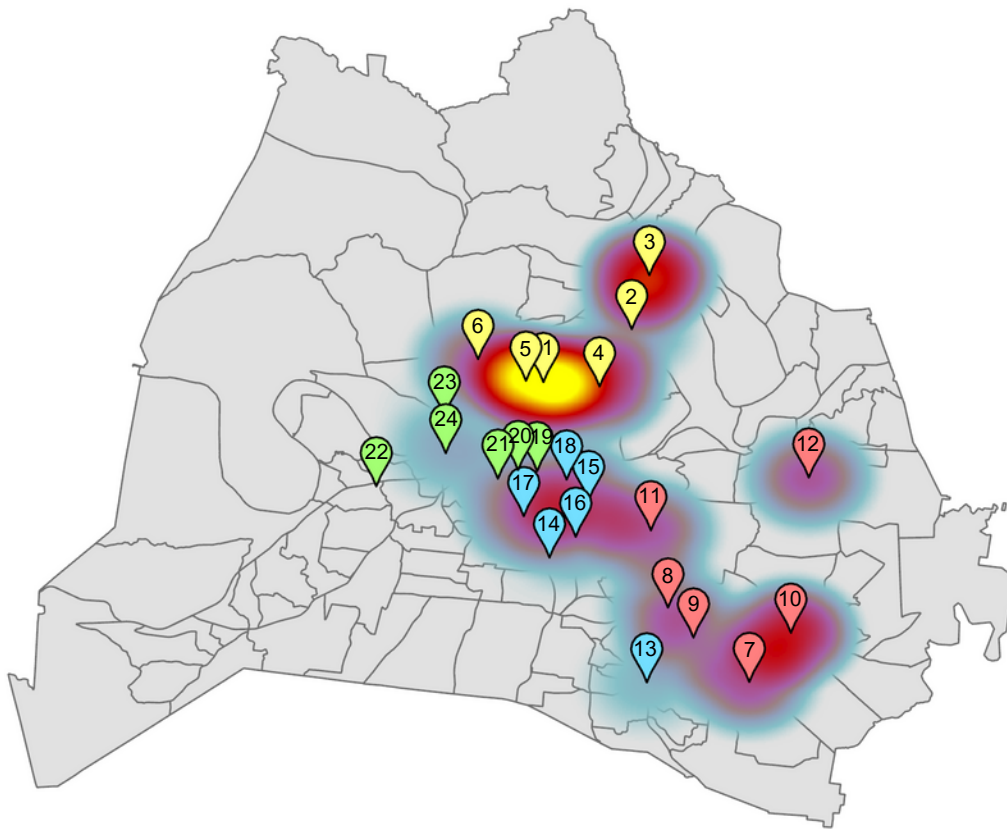
MNCO received comprehensive LPR data from the 10-day stretch of 5/7/23 to 5/17/23. In that 10-day stretch, there were 3,556,339 total LPR scans, and 1,458 hit notifications, for a rate of 0.04% across all scans.

There is an abundance of rich data present in this dataset that will be analyzed in future reports. Further, we are working to institutionalize a process that would give MNCO access to this type of data on a regular, recurring basis.





# Nashville License Plate Reader 'Verified Hits' Heatmap



## Legend

LPRs

Quadrant

- A
- B
- C
- D

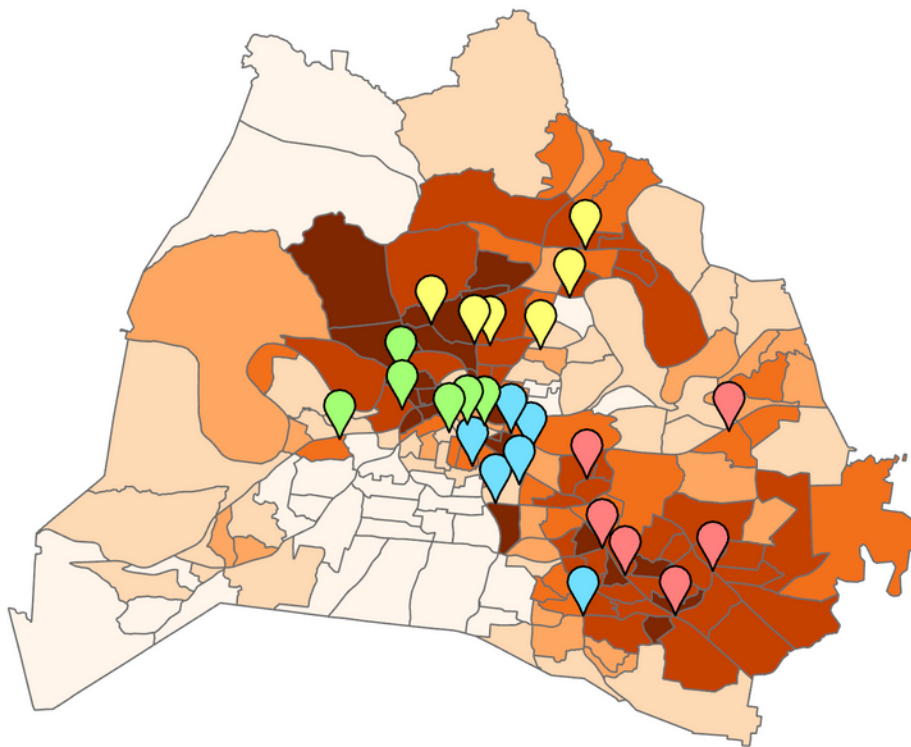
LPR Hits Heatmap

Verified Hits



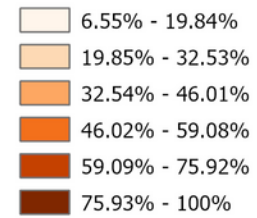
LPR	Quadrant	Identifier	Time Point	Verified Hits
Dickerson Pk & Trinity Ln	A	1	Full Pilot	90
Gallatin Pk & Briley Pkwy East	A	2	Full Pilot	22
Gallatin Pk & Old Hickory Bv / St Rt 45	A	3	Full Pilot	82
Gallatin Pk & E Trinity Ln	A	4	Full Pilot	59
W Trinity Ln & Brick Church Pk	A	5	Full Pilot	41
Whites Creek Pk & Moormans Arm Rd	A	6	Full Pilot	37
Bell Rd & I-24 Westbound Entrance ramp	B	7	Full Pilot	45
Harding Pl & I-24 Eastbound Entrance ramp	B	8	Full Pilot	30
Haywood Ln & I-24 Westbound Entrance ramps	B	9	Full Pilot	21
Murfreesboro Pk & Bell Rd	B	10	Full Pilot	68
Murfreesboro Pk & Thompson Ln	B	11	Full Pilot	42
Stewarts Ferry & I40 Eastbound Entrance ramp	B	12	Full Pilot	43
Old Hickory Bv & Nolensville Pk	C	13	Full Pilot	13
Thompson Ln & 100 Oaks	C	14	Full Pilot	3
Murfreesboro Pk & Fesslers Ln	C	15	Full Pilot	25
Nolensville Pk & I440 Westbound	C	16	Full Pilot	18
8th Ave S & Wedgewood Av	C	17	Full Pilot	34
Hermitage Ave & Fairfield Av	C	18	Full Pilot	17
1st Av S & Korean Veterans Bv	D	19	Full Pilot	2
Broadway & Rosa Parks Bv / 8th Av S	D	20	Full Pilot	5
Broadway & West End Av & 16th Av	D	21	Full Pilot	3
Charlotte Pk & Whitebridge Pk	D	22	Full Pilot	0
Clarksville Pk & Rosa Parks Bv / Ed Temple Bv	D	23	Full Pilot	5
Jefferson St / John Merritt Bv & Ed Temple Bv / 28th Av N	D	24	Full Pilot	14

# Nashville LPR Locations by Race and Poverty



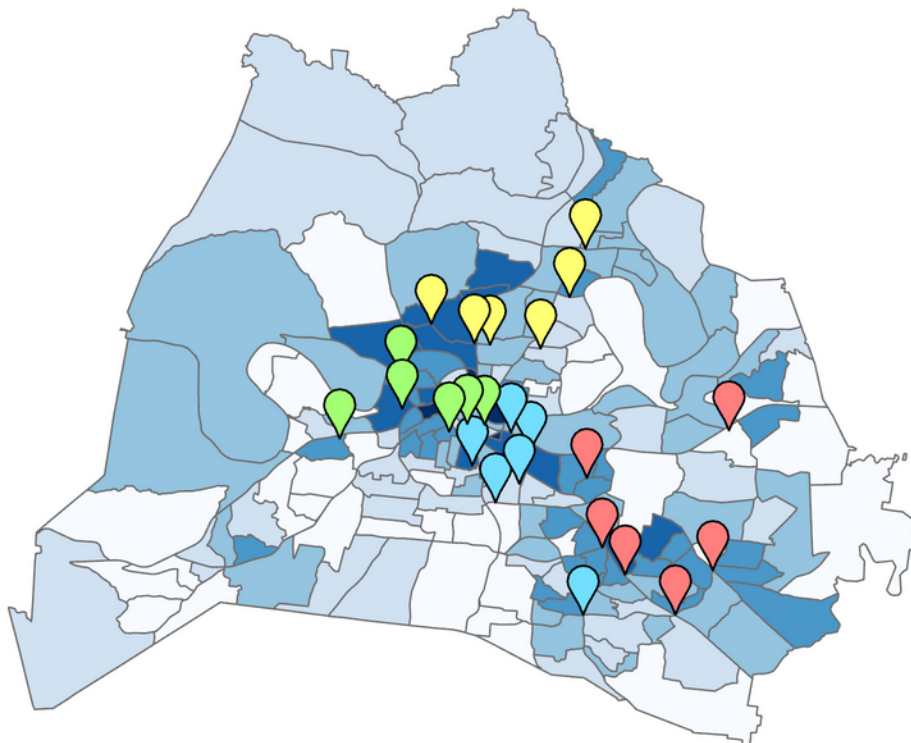
## Non-White Percentage

Non-White Percentage of Population



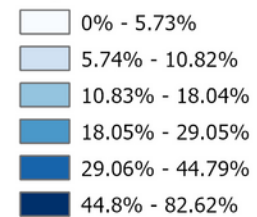
## LPRs

Quadrant

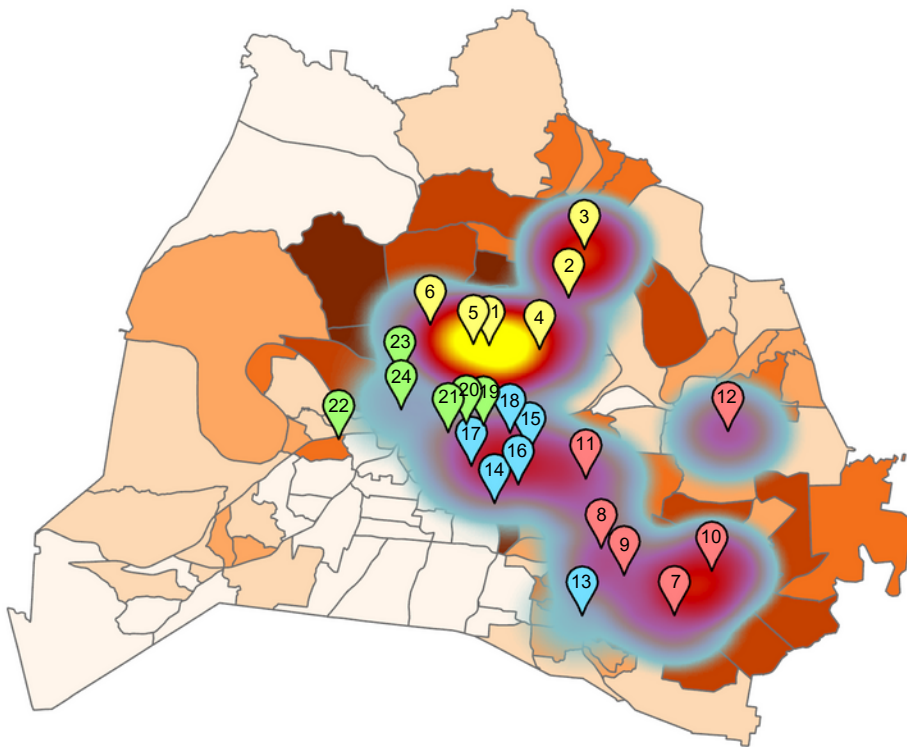


## Poverty Percentage

Poverty Percentage of Population

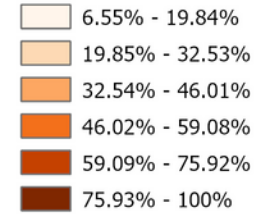


# Nashville LPR 'Verified Hits' Heatmaps by Race and Poverty



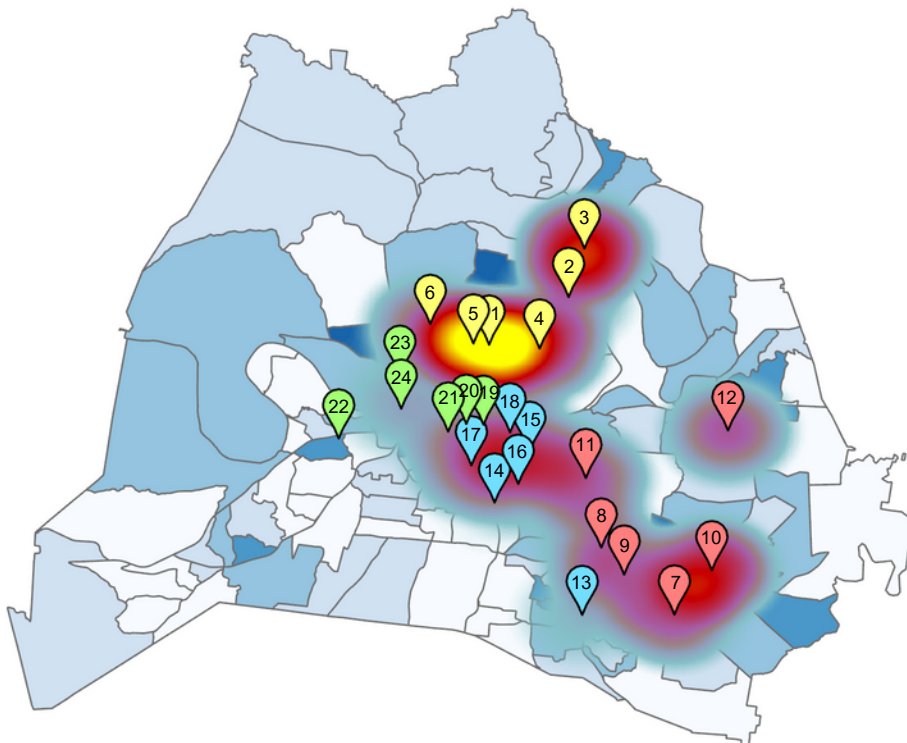
## Non-White Percentage

Non-White Percentage of Population



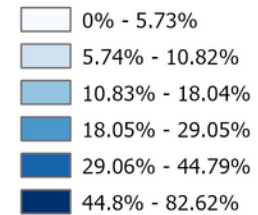
## LPRs

Quadrant



## Poverty Percentage

Poverty Percentage of Population

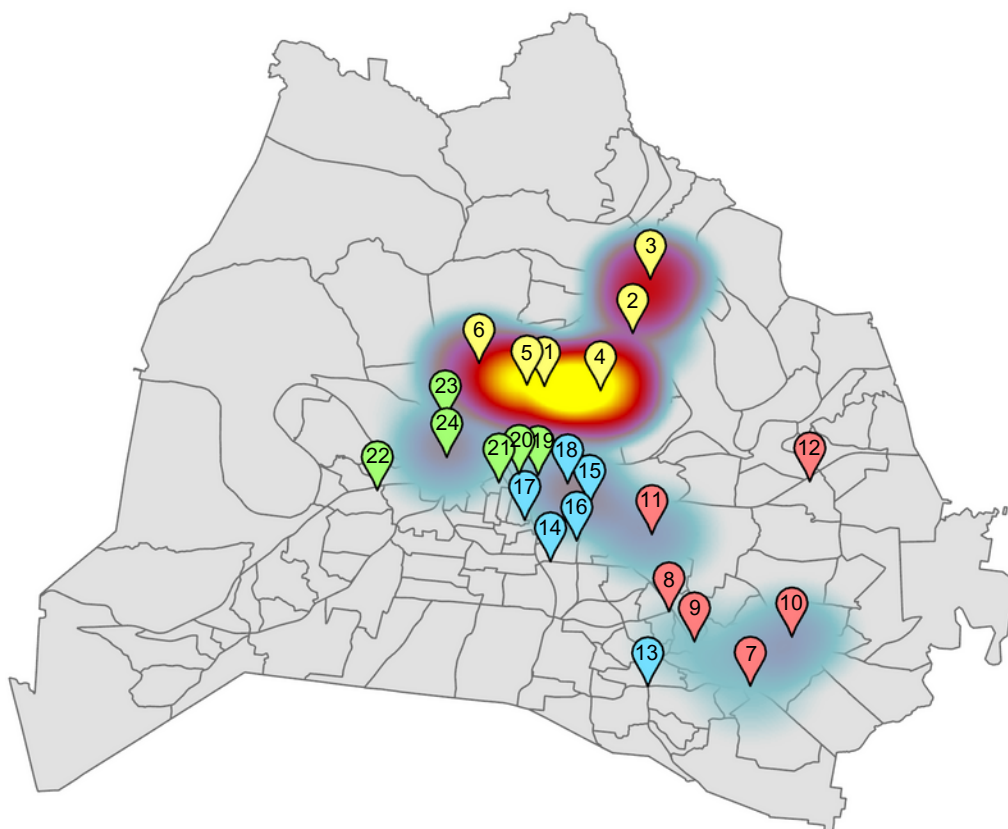


## LPR Hits Heatmap

Verified Hits



# Nashville License Plate Reader 'Vehicle Stops' Heatmap



## Legend

### LPRs

### Quadrant



A



B



C



D

### LPR Stops Heatmap

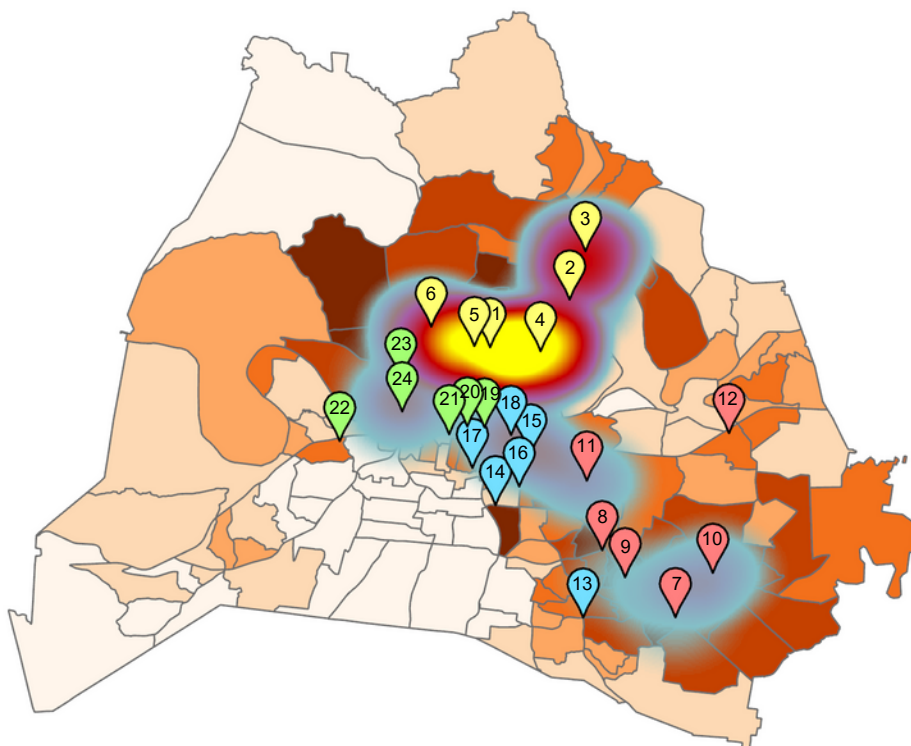
### Vehicle Stops



LPR	Quadrant	Identifier	Time Point	Vehicle Stops
Dickerson Pk & Trinity Ln	A	1	Full Pilot	5
Gallatin Pk & Briley Pkwy East	A	2	Full Pilot	3
Gallatin Pk & Old Hickory Bv / St Rt 45	A	3	Full Pilot	7
Gallatin Pk & E Trinity Ln	A	4	Full Pilot	13
W Trinity Ln & Brick Church Pk	A	5	Full Pilot	7
Whites Creek Pk & Moormans Arm Rd	A	6	Full Pilot	5
Bell Rd & I-24 Westbound Entrance ramp	B	7	Full Pilot	1
Harding Pl & I-24 Eastbound Entrance ramp	B	8	Full Pilot	0
Haywood Ln & I-24 Westbound Entrance ramps	B	9	Full Pilot	1
Murfreesboro Pk & Bell Rd	B	10	Full Pilot	2
Murfreesboro Pk & Thompson Ln	B	11	Full Pilot	2
Stewarts Ferry & I40 Eastbound Entrance ramp	B	12	Full Pilot	0
Old Hickory Bv & Nolensville Pk	C	13	Full Pilot	0
Thompson Ln & 100 Oaks	C	14	Full Pilot	0
Murfreesboro Pk & Fesslers Ln	C	15	Full Pilot	1
Nolensville Pk & I440 Westbound	C	16	Full Pilot	0
8th Ave S & Wedgewood Av	C	17	Full Pilot	0
Hermitage Ave & Fairfield Av	C	18	Full Pilot	2
1st Av S & Korean Veterans Bv	D	19	Full Pilot	0
Broadway & Rosa Parks Bv / 8th Av S	D	20	Full Pilot	0
Broadway & West End Av & 16th Av	D	21	Full Pilot	0
Charlotte Pk & Whitebridge Pk	D	22	Full Pilot	0
Clarksville Pk & Rosa Parks Bv / Ed Temple Bv	D	23	Full Pilot	1
Jefferson St / John Merritt Bv & Ed Temple Bv / 28th Av N	D	24	Full Pilot	2

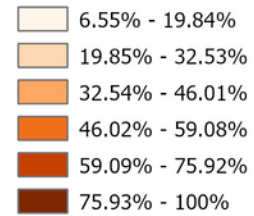


# Nashville LPR 'Vehicle Stops' Heatmaps by Race and Poverty



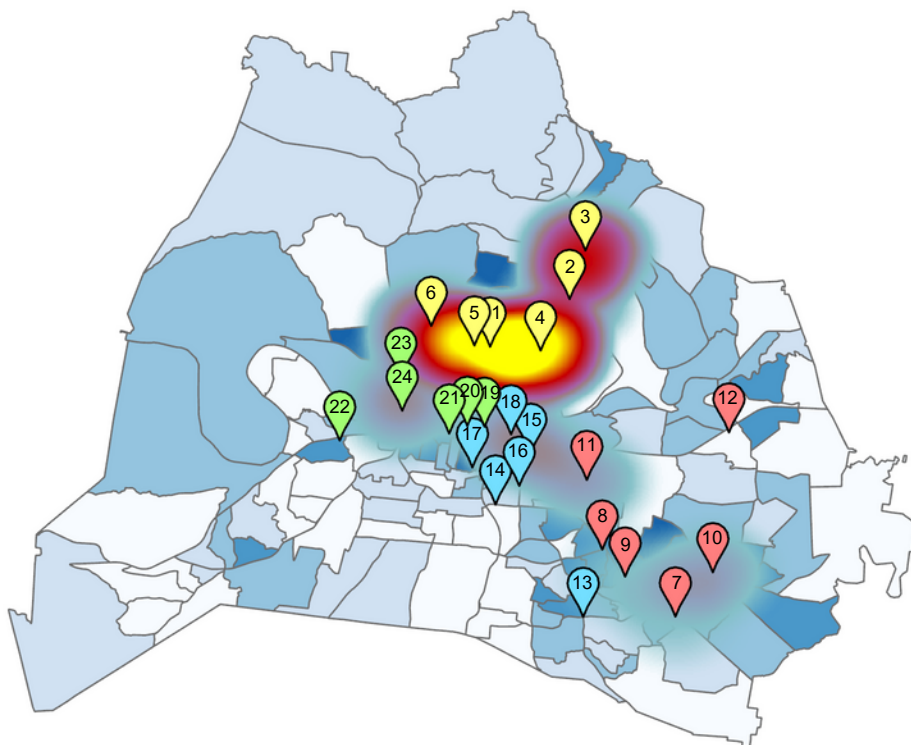
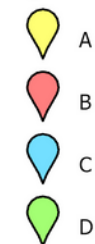
## Non-White Percentage

Non-White Percentage of Population



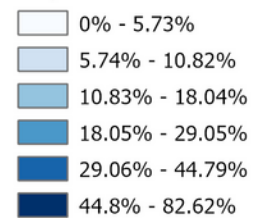
## LPRs

Quadrant



## Poverty Percentage

Poverty Percentage of Population



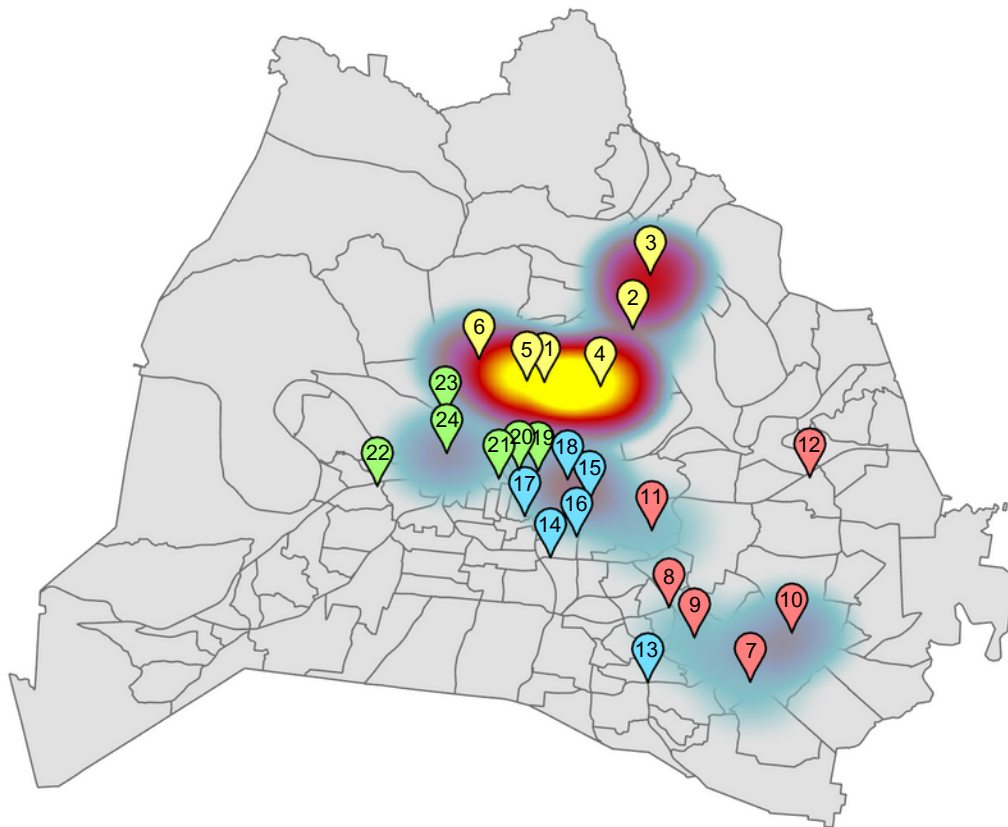
## LPR Stops Heatmap

Vehicle Stops





# Nashville License Plate Reader 'Driver or Vehicle Searches' Heatmap



## Legend

LPRs

Quadrant



LPR Searches  
Heatmap

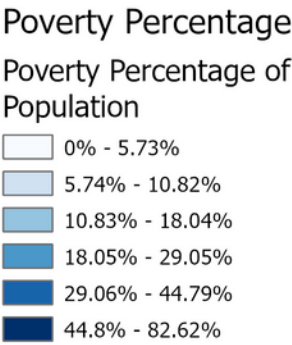
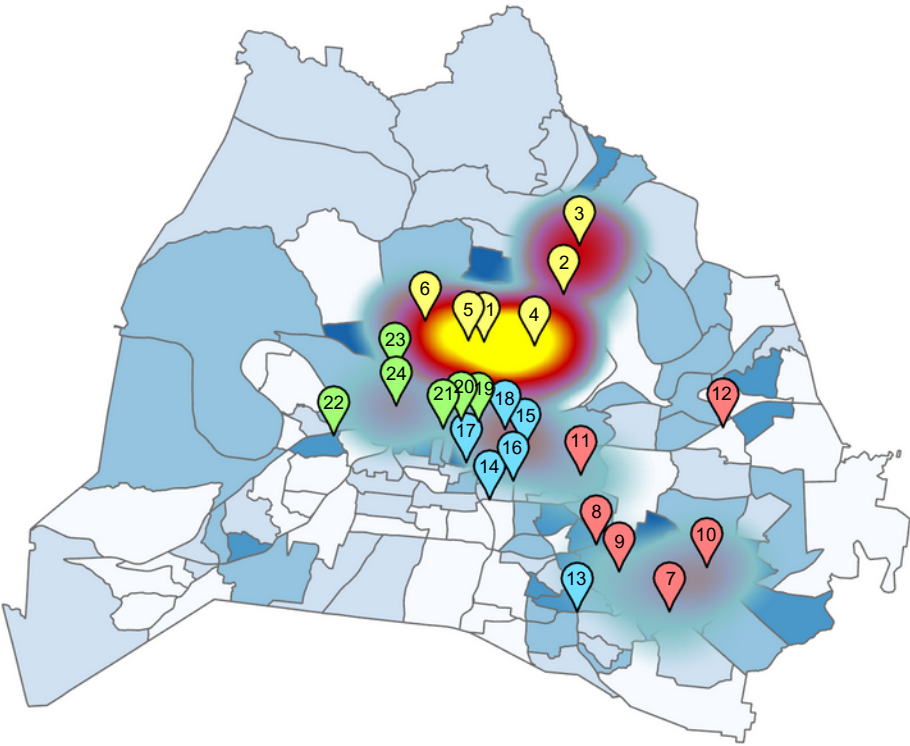
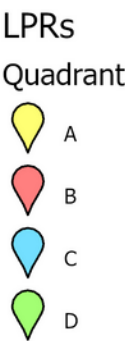
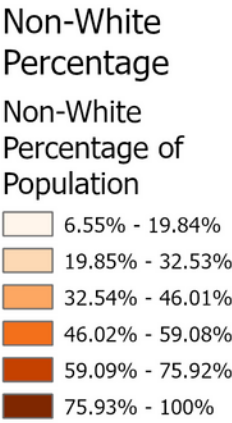
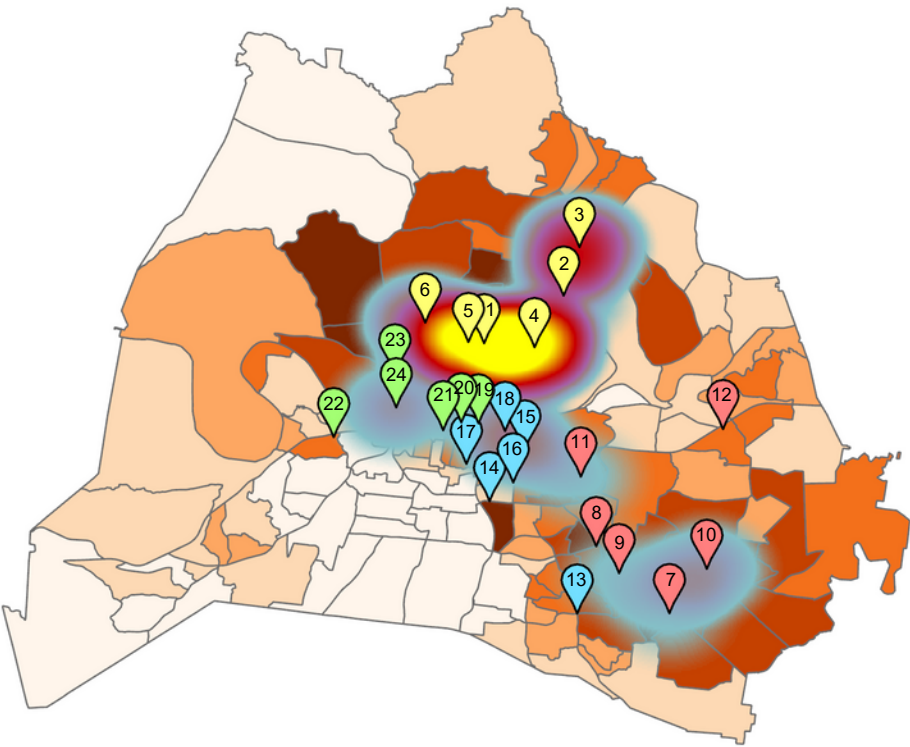
Driver or Vehicle  
Searches



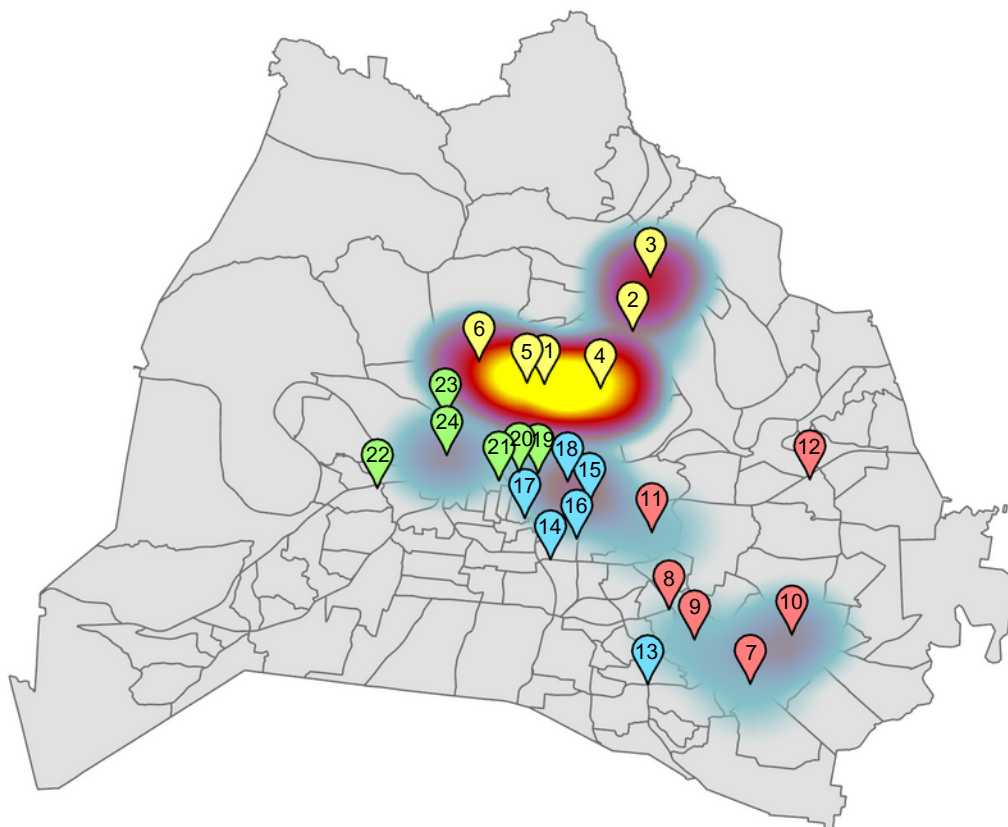
**LPR** **Quadrant Identifier** **Time Point** **Driver or Vehicle Searches**

Dickerson Pk & Trinity Ln	A	1	Full Pilot	5
Gallatin Pk & Briley Pkwy East	A	2	Full Pilot	2
Gallatin Pk & Old Hickory Bv / St Rt 45	A	3	Full Pilot	6
Gallatin Pk & E Trinity Ln	A	4	Full Pilot	11
W Trinity Ln & Brick Church Pk	A	5	Full Pilot	6
Whites Creek Pk & Moormans Arm Rd	A	6	Full Pilot	4
Bell Rd & I-24 Westbound Entrance ramp	B	7	Full Pilot	1
Harding Pl & I-24 Eastbound Entrance ramp	B	8	Full Pilot	0
Haywood Ln & I-24 Westbound Entrance ramps	B	9	Full Pilot	1
Murfreesboro Pk & Bell Rd	B	10	Full Pilot	2
Murfreesboro Pk & Thompson Ln	B	11	Full Pilot	1
Stewarts Ferry & I40 Eastbound Entrance ramp	B	12	Full Pilot	0
Old Hickory Bv & Nolensville Pk	C	13	Full Pilot	0
Thompson Ln & 100 Oaks	C	14	Full Pilot	0
Murfreesboro Pk & Fesslers Ln	C	15	Full Pilot	1
Nolensville Pk & I440 Westbound	C	16	Full Pilot	0
8th Ave S & Wedgewood Av	C	17	Full Pilot	0
Hermitage Ave & Fairfield Av	C	18	Full Pilot	2
1st Av S & Korean Veterans Bv	D	19	Full Pilot	0
Broadway & Rosa Parks Bv / 8th Av S	D	20	Full Pilot	0
Broadway & West End Av & 16th Av	D	21	Full Pilot	0
Charlotte Pk & Whitebridge Pk	D	22	Full Pilot	0
Clarksville Pk & Rosa Parks Bv / Ed Temple Bv	D	23	Full Pilot	0
Jefferson St / John Merritt Bv & Ed Temple Bv / 28th Av N	D	24	Full Pilot	2

# Nashville LPR 'Driver or Vehicle Searches' Heatmaps by Race and Poverty



# Nashville License Plate Reader 'Arrests' Heatmap



## Legend

### LPRs

### Quadrant



A



B



C



D

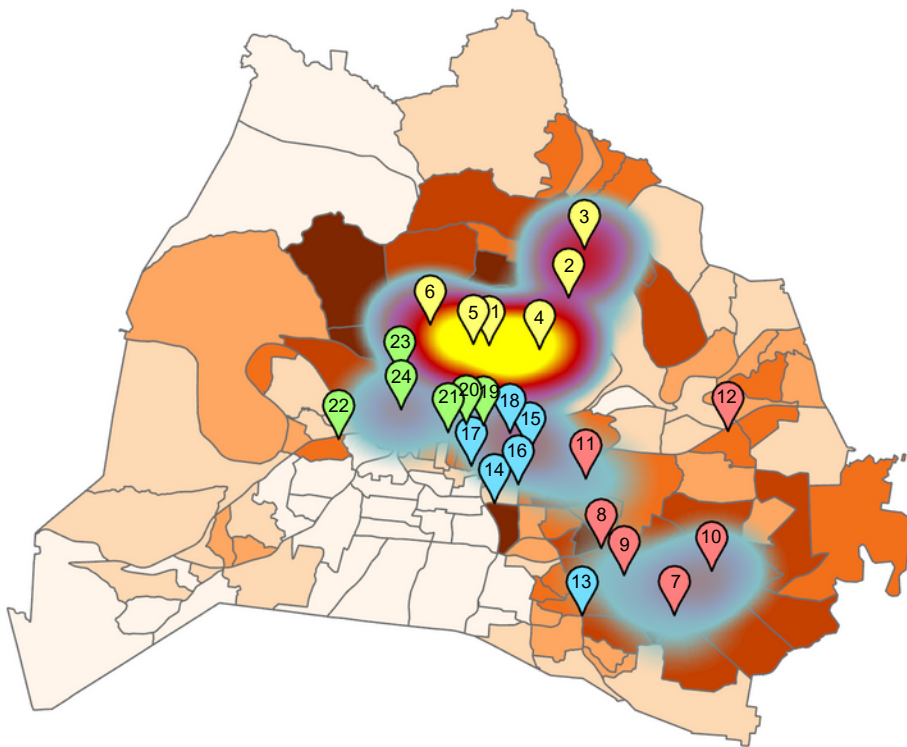
### LPR Arrests Heatmap

### Arrests



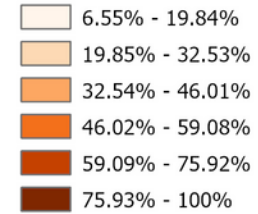
LPR	Quadrant	Identifier	Time Point	Arrests
Dickerson Pk & Trinity Ln	A	1	Full Pilot	5
Gallatin Pk & Briley Pkwy East	A	2	Full Pilot	2
Gallatin Pk & Old Hickory Bv / St Rt 45	A	3	Full Pilot	5
Gallatin Pk & E Trinity Ln	A	4	Full Pilot	10
W Trinity Ln & Brick Church Pk	A	5	Full Pilot	6
Whites Creek Pk & Moormans Arm Rd	A	6	Full Pilot	5
Bell Rd & I-24 Westbound Entrance ramp	B	7	Full Pilot	1
Harding Pl & I-24 Eastbound Entrance ramp	B	8	Full Pilot	0
Haywood Ln & I-24 Westbound Entrance ramps	B	9	Full Pilot	1
Murfreesboro Pk & Bell Rd	B	10	Full Pilot	2
Murfreesboro Pk & Thompson Ln	B	11	Full Pilot	1
Stewarts Ferry & I40 Eastbound Entrance ramp	B	12	Full Pilot	0
Old Hickory Bv & Nolensville Pk	C	13	Full Pilot	0
Thompson Ln & 100 Oaks	C	14	Full Pilot	0
Murfreesboro Pk & Fesslers Ln	C	15	Full Pilot	1
Nolensville Pk & I440 Westbound	C	16	Full Pilot	0
8th Ave S & Wedgewood Av	C	17	Full Pilot	0
Hermitage Ave & Fairfield Av	C	18	Full Pilot	2
1st Av S & Korean Veterans Bv	D	19	Full Pilot	0
Broadway & Rosa Parks Bv / 8th Av S	D	20	Full Pilot	0
Broadway & West End Av & 16th Av	D	21	Full Pilot	0
Charlotte Pk & Whitebridge Pk	D	22	Full Pilot	0
Clarksville Pk & Rosa Parks Bv / Ed Temple Bv	D	23	Full Pilot	0
Jefferson St / John Merritt Bv & Ed Temple Bv / 28th Av N	D	24	Full Pilot	2

# Nashville LPR 'Arrests' Heatmaps by Race and Poverty



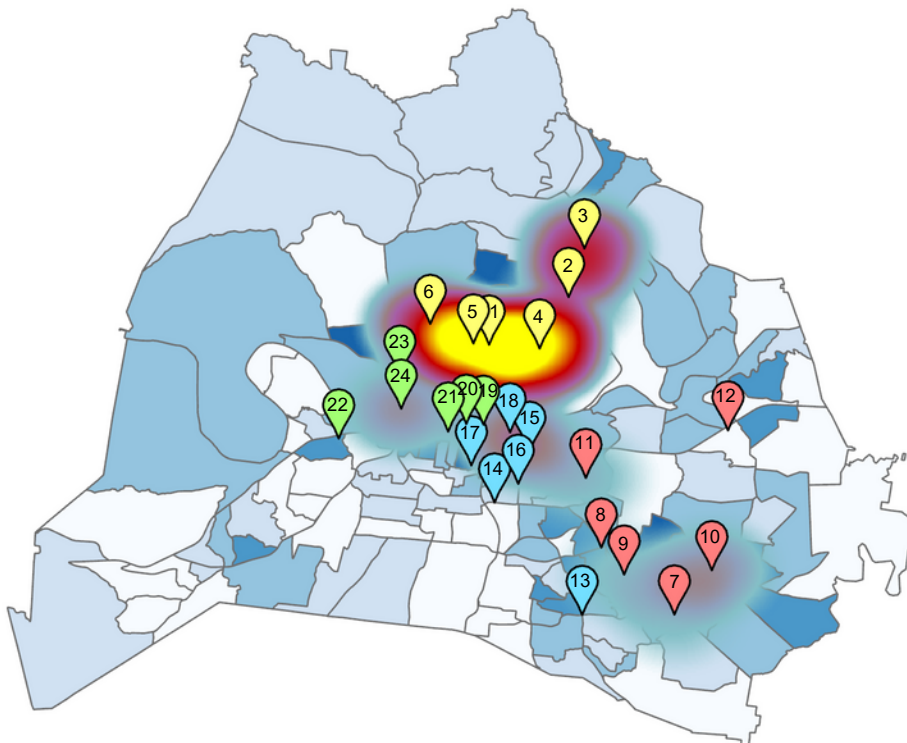
## Non-White Percentage

Non-White Percentage of Population



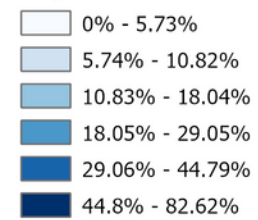
## LPRs

Quadrant



## Poverty Percentage

Poverty Percentage of Population



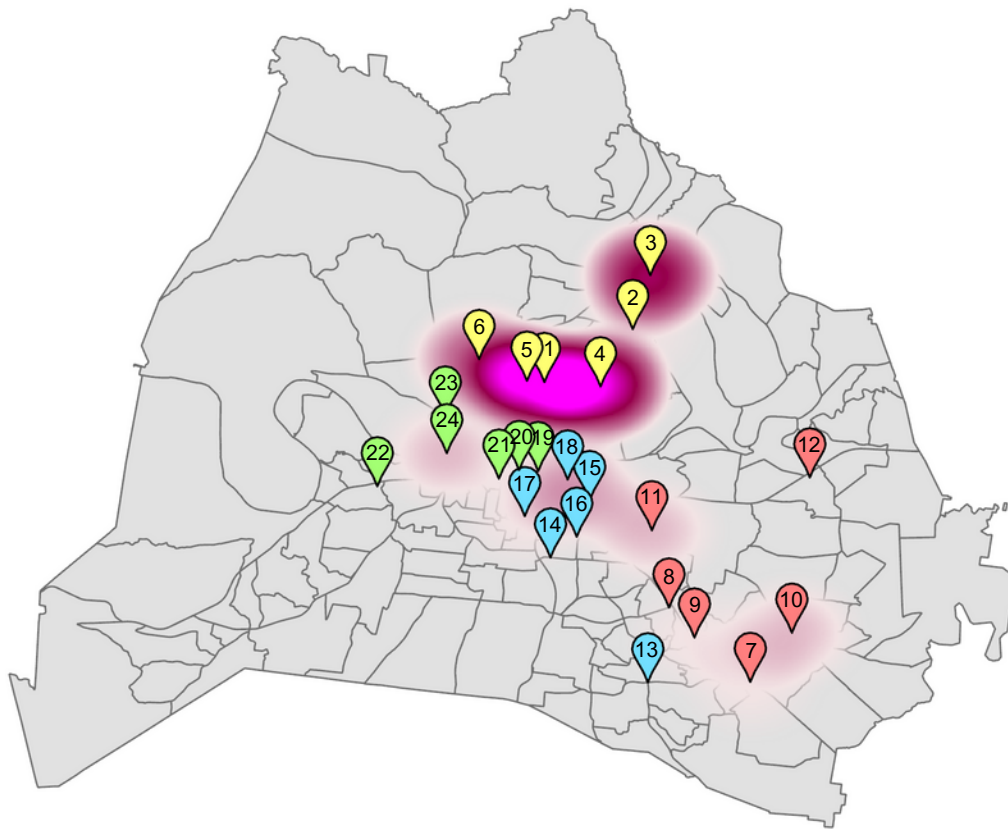
## LPR Arrests Heatmap

Arrests





# Nashville License Plate Reader 'Vehicle Recoveries' Heatmap



## Legend

### LPRs

### Quadrant



A



B



C



D

### LPR Recoveries Heatmap

### Vehicle Recoveries

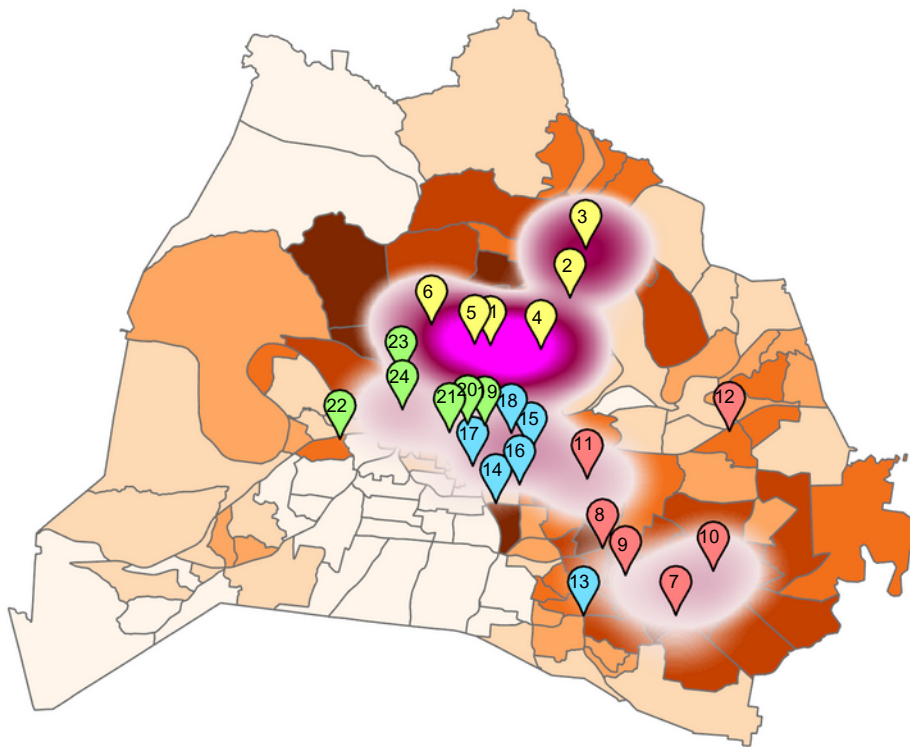


## LPR Quadrant Identifier Time Point Vehicle Recoveries

Dickerson Pk & Trinity Ln	A	1	Full Pilot	7
Gallatin Pk & Briley Pkwy East	A	2	Full Pilot	1
Gallatin Pk & Old Hickory Bv / St Rt 45	A	3	Full Pilot	8
Gallatin Pk & E Trinity Ln	A	4	Full Pilot	11
W Trinity Ln & Brick Church Pk	A	5	Full Pilot	6
Whites Creek Pk & Moormans Arm Rd	A	6	Full Pilot	5
Bell Rd & I-24 Westbound Entrance ramp	B	7	Full Pilot	1
Harding Pl & I-24 Eastbound Entrance ramp	B	8	Full Pilot	0
Haywood Ln & I-24 Westbound Entrance ramps	B	9	Full Pilot	1
Murfreesboro Pk & Bell Rd	B	10	Full Pilot	2
Murfreesboro Pk & Thompson Ln	B	11	Full Pilot	2
Stewarts Ferry & I40 Eastbound Entrance ramp	B	12	Full Pilot	0
Old Hickory Bv & Nolensville Pk	C	13	Full Pilot	0
Thompson Ln & 100 Oaks	C	14	Full Pilot	0
Murfreesboro Pk & Fesslers Ln	C	15	Full Pilot	1
Nolensville Pk & I440 Westbound	C	16	Full Pilot	0
8th Ave S & Wedgewood Av	C	17	Full Pilot	1
Hermitage Ave & Fairfield Av	C	18	Full Pilot	2
1st Av S & Korean Veterans Bv	D	19	Full Pilot	0
Broadway & Rosa Parks Bv / 8th Av S	D	20	Full Pilot	0
Broadway & West End Av & 16th Av	D	21	Full Pilot	0
Charlotte Pk & Whitebridge Pk	D	22	Full Pilot	0
Clarksville Pk & Rosa Parks Bv / Ed Temple Bv	D	23	Full Pilot	0
Jefferson St / John Merritt Bv & Ed Temple Bv / 28th Av N	D	24	Full Pilot	2

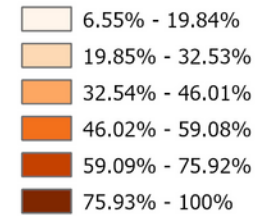


# Nashville LPR 'Vehicle Recoveries' Heatmaps by Race and Poverty



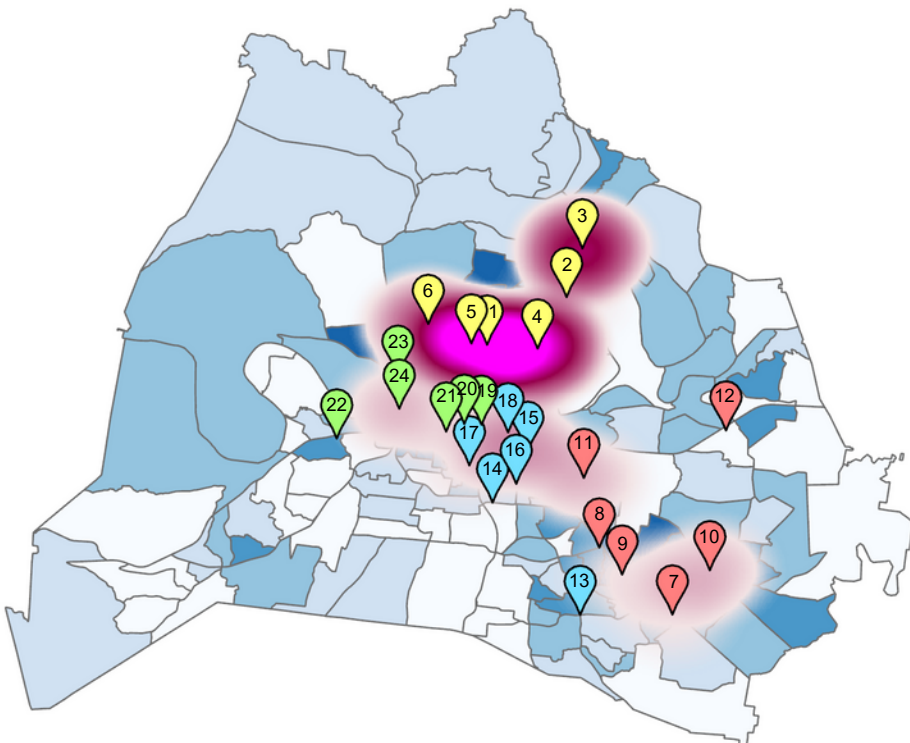
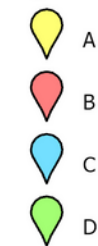
## Non-White Percentage

Non-White Percentage of Population



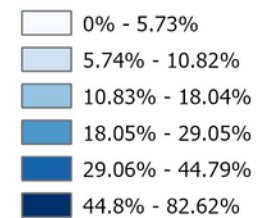
## LPRs

Quadrant



## Poverty Percentage

Poverty Percentage of Population

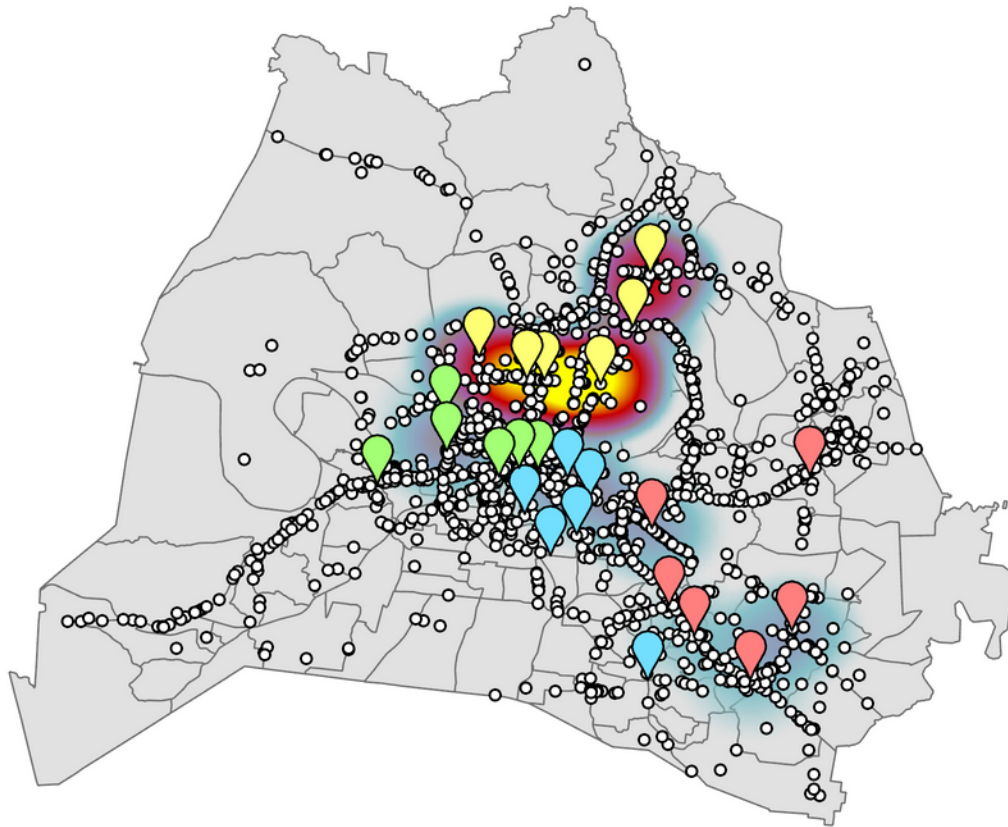


## LPR Recoveries Heatmap

Vehicle Recoveries



# MNPD Vehicle Stops vs License Plate Reader 'Vehicle Stops' Heatmap



## Legend

LPRs

Quadrant



A



B



C



D

LPR Stops

Heatmap

Vehicle Stops

Sparse

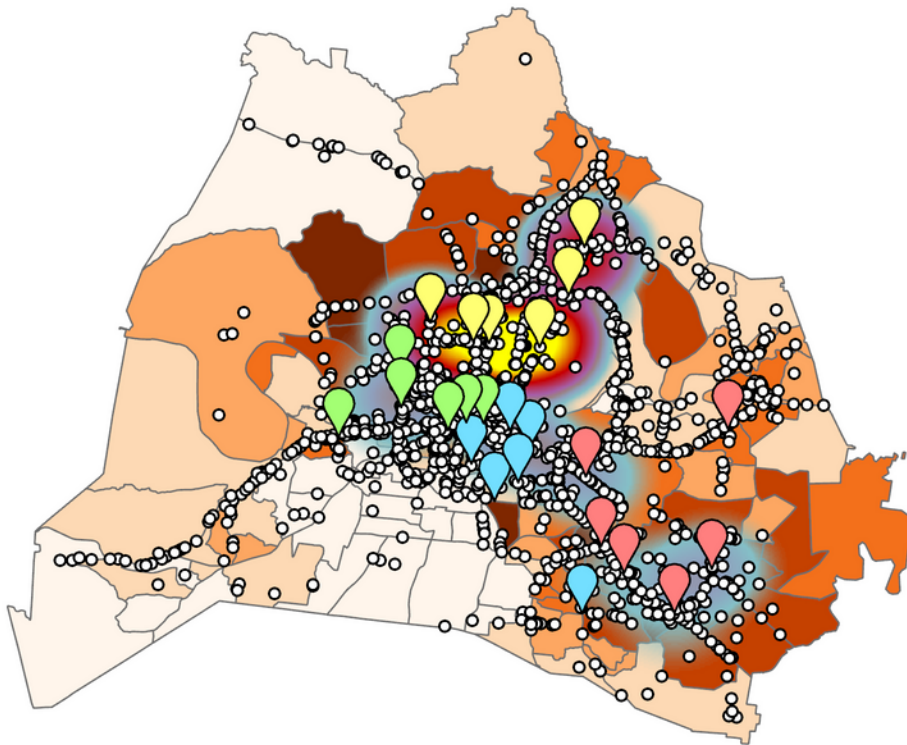
Dense

MNPD Vehicle Stops

○ MNPD Vehicle Stops

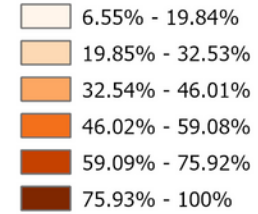
LPR	Quadrant	Identifier	Time Point	Vehicle Stops
Dickerson Pk & Trinity Ln	A	1	Full Pilot	5
Gallatin Pk & Briley Pkwy East	A	2	Full Pilot	3
Gallatin Pk & Old Hickory Bv / St Rt 45	A	3	Full Pilot	7
Gallatin Pk & E Trinity Ln	A	4	Full Pilot	13
W Trinity Ln & Brick Church Pk	A	5	Full Pilot	7
Whites Creek Pk & Moormans Arm Rd	A	6	Full Pilot	5
Bell Rd & I-24 Westbound Entrance ramp	B	7	Full Pilot	1
Harding Pl & I-24 Eastbound Entrance ramp	B	8	Full Pilot	0
Haywood Ln & I-24 Westbound Entrance ramps	B	9	Full Pilot	1
Murfreesboro Pk & Bell Rd	B	10	Full Pilot	2
Murfreesboro Pk & Thompson Ln	B	11	Full Pilot	2
Stewarts Ferry & I40 Eastbound Entrance ramp	B	12	Full Pilot	0
Old Hickory Bv & Nolensville Pk	C	13	Full Pilot	0
Thompson Ln & 100 Oaks	C	14	Full Pilot	0
Murfreesboro Pk & Fesslers Ln	C	15	Full Pilot	1
Nolensville Pk & I440 Westbound	C	16	Full Pilot	0
8th Ave S & Wedgewood Av	C	17	Full Pilot	0
Hermitage Ave & Fairfield Av	C	18	Full Pilot	2
1st Av S & Korean Veterans Bv	D	19	Full Pilot	0
Broadway & Rosa Parks Bv / 8th Av S	D	20	Full Pilot	0
Broadway & West End Av & 16th Av	D	21	Full Pilot	0
Charlotte Pk & Whitebridge Pk	D	22	Full Pilot	0
Clarksville Pk & Rosa Parks Bv / Ed Temple Bv	D	23	Full Pilot	1
Jefferson St / John Merritt Bv & Ed Temple Bv / 28th Av N	D	24	Full Pilot	2

# MNPD Vehicle Stops vs LPR 'Vehicle Stops' by Race and Poverty



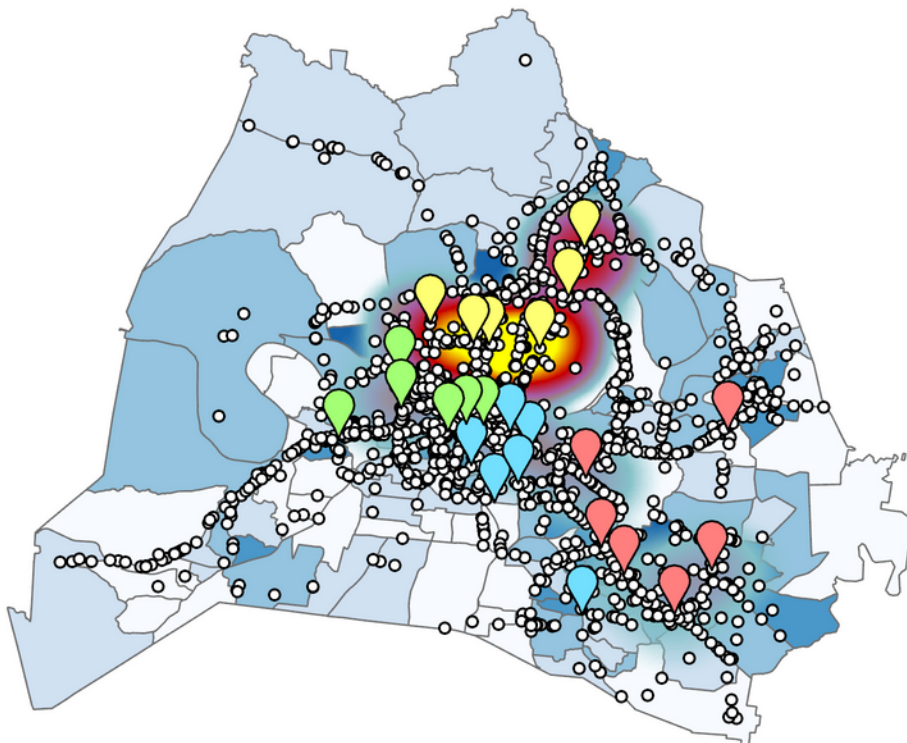
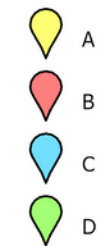
Non-White  
Percentage

Non-White  
Percentage of  
Population



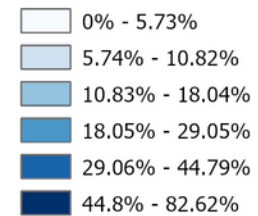
LPRs

Quadrant



Poverty Percentage

Poverty Percentage of  
Population



LPR Stops  
Heatmap

Vehicle Stops



MNPD Vehicle  
Stops

○ MNPD Vehicle Stops